1-13. (CANCELED)

14. (CURRENTLY AMENDED) A method for control of a shifting component of a stepped automatic transmission, the shifting component (1) ~~is designed with~~ having at least one frictionally engaged element (2)[[,]] and at least one form-locking element (3) for transmitting power from a first half of the shifting component to a second half of the shifting component, and a common actuator for controlling actuation of both the frictionally engaged element (2) and the form-locking element (3), the method comprising the steps of:

adjusting a transmitting capacity of the at least one frictionally engaged element (2), upon engagement of said shifting component (1), by actuating a first function block (6) directly communicating with the frictionally engaged element (2), and the first function block (6) communicates with a second function block (7);

engaging the form-locking element (3), via the second function block (7) which triggers engagement and disengagement of the form-locking element (3) only once a synchronous state for the shifting component (1) exists;

reducing the transmitting capacity of the frictionally engaged element (2), once said form-locking element (3) is engaged, so that the power is transmitted from the first half of the shifting component to the second half of the shifting component solely via said form-locking element (3) and

upon a demand to disengage the at least one shifting component (1), increasing the transmitting capacity of the frictionally engaged element (2) prior to disengagement of the form-locking element (3) under load so a power flow, which is conveyed via the engaged form-locking element (3) of the shifting component (1), is conveyed via the frictionally engaged element (2) when the form-locking element (3) is disengaged.

15. (PREVIOUSLY PRESENTED) The method according to claim 14, further comprising the step of adjusting the transmitting capacity of said frictionally engaged element (2) upon engagement of said shifting component (1) via a slip phase of said frictionally engaged element (2).

16. (PREVIOUSLY PRESENTED) The method according to claim 14, further comprising the step of adjusting the transmitting capacity of said frictionally engaged element (2) to a defined threshold value when said form-locking element (3) is engaged.

17. (PREVIOUSLY PRESENTED) The method according to claim 14, further comprising the step of reducing the transmitting capacity of said frictionally engaged element (2) upon disengagement of said shifting component (1), after disengagement of said form-locking element (3) during a slip phase.

18. (CANCELED)

19. (PREVIOUSLY PRESENTED) The method according to claim 14, further comprising the step of designing the frictionally engaged element (2) of said shifting component (1) as one of a multi-disc clutch and a multi-disc brake.

20. (PREVIOUSLY PRESENTED) The method according to claim 14, further comprising the step of designing said form-locking element (3) as a dog clutch.

21. (CURRENTLY AMENDED) A device for control of a shifting component (1) of a stepped automatic transmission during a shifting cycle,

wherein said shifting component (1) has a frictionally engaged element (2) and a form-locking element (3) for transmitting power from a first half of the shifting component to a second half of the shifting component, both the frictionally engaged element (2) and the form-locking element (3) [[which]] are [[both]] actuated via an actuation system (8) to facilitate transmission of torque, said shifting component (1) is controlled via said actuation system (8) so that a transmitting capacity of said shifting component (1) [[can be]] is adjusted ~~via said frictionally engaged element (2) upon engagement and disengagement, and~~ such that, in an engaged state, ~~is produced~~ the power is transmitted via at least one of said frictionally engaged element (2) and said form-locking element (3) from a first half of the shifting component to a second half of the shifting component;

wherein, upon engagement of said shifting component (1), a first function block (6), directly communicating with the frictionally engaged element (2), adjusts a transmitting capacity of the frictionally engaged element; and

the first function block (6) communicates with a second function block (7), and the second function block (7) triggers engagement and disengagement of the form-locking element (3) only once a synchronous state for the shifting component (1) exists.

22 (CURRENTLY AMENDED) The device according to claim 21, ~~further comprising the step of, in engaged state of said shifting component (1), disengaging~~ wherein said frictionally engaged element (2) is disengaged via said actuation system (8) once said form-locking element (3) is engaged and the shifting component (1) is engaged.

23. (CURRENTLY AMENDED) The device according to claim 21, ~~further comprising the step of engaging~~ wherein said form-locking element (3) is engaged via said actuation system (8) once said frictionally engaged shifting component (2) is engaged.

24. (CURRENTLY AMENDED) The device according to claim 21, ~~further comprising the step of designing~~ wherein said actuation system (8) is designed such [[so]] that at any time, a control of said frictionally engaged element (2) leads to the engagement alternating with disengagement or engagement of said form-locking element (3).

25. (CURRENTLY AMENDED) The device according to claim 21, ~~further comprising the step of loading~~ wherein said frictionally engaged element (2) is loaded directly and said form-locking element (2) via a flip-flop shift, with the operating energy required for control.

26. (NEW) The method according to claim 14, further comprising the step of providing the second function block (7) with a mathematical logic which triggers engagement and disengagement of the form-locking element (3).

27. (NEW) The device according to claim 21, wherein the second function block (7) has a mathematical logic which triggers engagement and disengagement of the form-locking element (3).